

From: [REDACTED]
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Subject: Publication Draft Sheffield Plan representation
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[SYMCA Publication Sheffield Plan response 2023-02-20.pdf](#)

Good afternoon

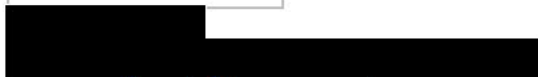
Please find attached our representation to the Publication Draft Sheffield Plan consultation.

If you have any queries or require any further information then please let me know.

Regards

Ryan Shepherd MRTPI CMgr MCFI

Senior Development Manager - Development & Planning



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South Yorkshire Mayoral Combined Authority Executive

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20th February 2022

Michael Johnson
Head of Planning
Sheffield City Council
Howden House
Union Street
Sheffield
S1 2SH

Draft Sheffield Plan - Regulation 19 (Publication)

Dear Michael

Thank you for the opportunity to comment on the Publication Draft Sheffield Plan. Please note that the comments below represent the views of the South Yorkshire Mayoral Combined Authority (SYMCA) Executive.

Comprised of a Mayoral Combined Authority and the Local Enterprise Partnership, we work at a regional level to develop strategic policy and invest in delivering business growth, skills and economic development related projects, in addition to transport and housing infrastructure in support of the Mayor's and SYMCA's agendas.

The functions of the South Yorkshire Passenger Transport Executive (SYPTTE) have been integrated into the organisation ahead of a Parliamentary Order anticipated in 2023, which will dissolve the SYPTTE and transfer its functions, property, rights and liabilities to SYMCA. From March 2024, the running of Supertram services, infrastructure and finances will be controlled by SYMCA, and an 'arm's length' publicly owned Company will be created to operate Supertram.

Our Strategic Economic Plan (SEP) sets out a 20-year blueprint to transform South Yorkshire's economy for people, businesses and places. It paves the way to a stronger, greener and fairer economy as the region looks to unlock its potential and create prosperity and opportunity for all.

Alongside this, the Renewal Action Plan (RAP) sets out our road map to help South Yorkshire recover from the pandemic and put us on the path towards social and economic renewal.

Ensuring that Sheffield has an up-to-date Local Plan in place is vitally important to assist in delivering sustainable growth which meets the needs and ambitions of both the city and the wider South Yorkshire region. As such the importance of the Sheffield Plan in allocating suitable, deliverable sites for a range of uses which promote sustainable patterns of development and ensure effective place-making is

recognised; as is the Plan putting in place Development Management policies which will guide implementation through the determination of planning applications.

We are broadly supportive of the Sheffield Plan's vision, aims and objectives, as well as the approach to growth and the spatial strategy proposed.

We welcome those elements of the Plan which are supportive of the bus, rail and Supertram networks, and focusing higher density development along transport corridors and interchanges. We also welcome support in principle for the future expansion of the Supertram network. However, there are opportunities to provide further clarity in some areas.

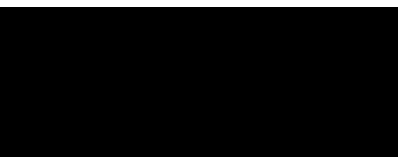
As a land and property owner, SYMCA has an interest in a number of sites across the city. We have provided comment on a number of key sites that we own where we would welcome further discussions with the Council on the potential opportunities these present to make the most efficient and effective use of land whilst delivering on SYMCAs priorities, as well as those set out in the Sheffield Plan.

Our specific comments on the various Publication Draft Sheffield Plan documents are set out in more detail in the attached Annex. For clarity, these are not provided in the context of an objection to the Sheffield Plan; they are intended to identify where further clarity could be provided or improvement could be made; the majority of which are considered to be minor in nature.

Whilst we are not at this time requesting to participate in the Local Plan Examination we would be happy to appear at any hearing sessions or provide further submissions should the Inspector appointed consider this would be helpful. We would also reserve our right to make further submissions in light of any representations received relating to sites in which SYMCA has an interest.

I trust these comments are helpful. As highlighted, we would welcome the opportunity for further engagement with the City Council to seek to ensure that the opportunities for the Plan to support delivery of the SEP and RAP ambitions are maximised; including optimising the use and contribution of sites owned by SYMCA.

Yours sincerely



John Dowie
Interim Executive Director, Infrastructure & Place

South Yorkshire Mayoral Combined Authority



ANNEX: SHEFFIELD PLAN PUBLICATON DRAFT - DETAILED SYMCA EXECUTIVE COMMENTS

Our comments are set out below in relation to a number of key issues, with additional detailed comments in tables 1 to 7 which then follow.

Duty to Co-operate

We welcome the ongoing discussions with Sheffield City Council in preparing the Sheffield Plan and endorse the 'Duty to Cooperate Position Statement (December 2022)' as an accurate reflection of our engagement.

We are working closely with the South Yorkshire Local Authorities, the districts of Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales and North East Derbyshire, Peak District National Park and Derbyshire and Nottingham County Councils on strategic planning matters. The previously agreed joint Regional Statement of Common Ground (2019) demonstrated how Local Plans are prepared on the basis of an agreed understanding of the issues facing the region. This Statement is currently being updated for agreement and publication later in 2023 and will provide a record of agreement on cross boundary, strategic matters. We look forward to continuing this work to put in place agreements on strategically important planning matters.

Vision, aims and objectives (also see Table 1)

We are broadly supportive of the vision, aims and objectives set out in 'Part 1: Vision, Spatial Strategy, Sub-Area Policies and Site Allocations', and of the principles for the location of growth with an emphasis on focusing development in urban locations and on brownfield sites, and supporting key public transport corridors.

This approach supports the key pillars of growth, inclusion and sustainability set out in our Strategic Economic Plan (SEP), and the Renewal Action Plan (RAP) priorities to deliver a stronger, greener and fairer society.

There would appear to be opportunities to strengthen references across the objectives which recognise the role of a healthy population in supporting a strong economy (given the role of poor health in economic inactivity) and supporting inclusion, diversity and meeting the needs all people throughout their lives.

Housing and economy

The housing and economy proposals in the Sheffield Plan contribute positively towards achieving the jobs growth target for South Yorkshire set out in the SEP and delivering a stronger, greener and fairer society. They also align with the South Yorkshire Mayor's priorities around securing more jobs, investment and growth in South Yorkshire, and delivering more liveable communities with local services and

nature within easy reach accessed via better public transport and safe walking and cycling routes.

Climate change and net zero carbon

Climate change and achieving the net zero carbon targets established nationally, regionally and locally are vital issues on which the Sheffield Plan can make an important contribution. The policies set out in relation to carbon reduction, renewable energy and sustainable design are particularly supported.

It is welcomed that environmental sustainability is at the heart of the Plan's aims and that all the aims are interlinked. Whilst the objective to be carbon neutral by 2030 is supported, it should be noted that this will be difficult to achieve as it is in advance of some of the decarbonisation pathways for national infrastructure that the city will rely on.

The Pathways to Net Zero report concluded that private car journeys in the City will need to halve if the City is to stand any chance of being net zero carbon by 2030. This will not be delivered purely by modal shift but will require significant change as to where and why people move around the region which must be considered when housing and commercial developments are planned.

The Plan rightly recognises that growth in private car use will have a detrimental impact on the climate, air quality, health and congestion; and it is welcomed that Policy D2 acknowledges that developments need to both mitigate and adapt to climate change.

Sheffield City Centre and the Advanced Manufacturing Innovation District

The SEP recognises the importance of bringing forward mixed-use developments, large strategic opportunities and strategic regeneration in Key Growth Areas. Within Sheffield, the SEP identifies Key Growth Areas as the City Centre and the Advanced Manufacturing Innovation District (AMID). The allocation of sufficient good quality, deliverable sites and appropriate policies to guide new development will be important to assist in delivering the aims of the SEP. The overall aims of the Sheffield Plan in this respect are supported.

Site allocations which enhance the role of the City Centre as a retail, service and employment centre, serving the City and the wider region are in principle supported, as is the focus on delivering further residential developments in and around the City Centre which aligns with the SEP ambition to increase population density; thereby, supporting transformation of the City Centre.

The role of AMID as a growth and innovation area is recognised as a key South Yorkshire strategic asset, with the SEP supporting measures to scale up and increase density in this Key Growth Area. The SEP also refers to the potential

opportunities for AMID to play in driving innovation, including in the health and wellbeing sectors, recognising the role of the Olympic Legacy Park, the Advanced Manufacturing Park and Sheffield Business Park in particular. As such, enabling economic transformation of the area, as well as delivering new homes which deliver sustainable communities (for example at Attercliffe where this can aid diversification and regeneration), along with appropriate supporting services and facilities is supported.

The allocation of sites to help achieve this are supported in principle, along with the accompanying policies (Policy SP1: Overall Growth Plan, and Policy EC1: Development In The Advanced Manufacturing Innovation District). This will also both assist and benefit from proposals to support major new supporting infrastructure, such as a new railway station at Waverley within the Advanced Manufacturing Park in Rotherham, close to the Sheffield boundary.

Transport (see also tables 1 to 7)

Key priorities for the South Yorkshire Mayor include improving public transport and encouraging active and safe travel across South Yorkshire.

A number of transport related strategies and evidence base documents are referenced in the Sheffield Plan, including both the SYMCA Transport Strategy and the Active Travel Implementation Plan. Recognising that the Transport Strategy will be updated in due course, our comments in Table 1 suggest additional policy wording to ensure that any subsequent replacement document is also taken into account in making planning decisions.

We welcome those elements of the Local Plan which are supportive of the existing bus, rail and tram networks, and focusing higher density development along transport corridors and at interchanges. We also welcome the creation of 'Mass Transit Corridors' where buses, tram and tram-train could provide opportunities to use road space more efficiently and deliver the modal shift required; as well as supporting the need to reallocate road-space to more sustainable transport schemes (including for the Supertram) as outlined in policy CO1.

We are pleased that the Plan acknowledges the benefits of developing sites close to the Supertram network and that a number of such sites are proposed to be allocated for development. If done correctly, developing these sites should provide opportunities to increase patronage, as well as providing residents and employees the benefits of the Supertram network to support their sustainable travel needs. A supportive approach in the Sheffield Plan should assist with the need to grow patronage on public transport to improve its financial and operational sustainability. This is especially true for the Supertram network where set routes and high fixed infrastructure costs require a certain level of ridership to be maintained.

From 2024, the running of Supertram services and associated finances will be controlled by SYMCA, and an 'arm's length' publicly owned Company will be created to operate Supertram. South Yorkshire's Mayor has highlighted the need to ensure we have a long-term plan for the future of the Supertram network. As such we welcome and support Policy T1 which refers to securing the long term future of the tram network (Supertram) and, where viable, seeking to enhance and expand the network to new locations.

Given the spatial strategy adopted there is an opportunity to further support modal shift towards public transport, which could be achieved in part by a stronger approach to lower car parking requirements particularly in urban locations and those close to public transport routes and interchanges. The parking guidelines in Annex B go some way towards this; however, there may be scope to develop these further.

The Draft Sheffield Parking Strategy (2019) noted there is currently an over-supply of parking in the city centre which has the effect of keeping parking prices lower, especially compared to prices charged in comparable cities. In Sheffield, this can make the pricing of public transport fares less competitive with negative impacts on sustainable networks and achieving a modal shift from private cars to public transport. Whilst many of the sites identified in the Sheffield Plan (especially city centre sites) are currently used as temporary surface car parking so will be removed when developed, there is no reference to how applications for new multistorey car parks will be treated in the hierarchy of 'preferred', 'acceptable' and 'unacceptable' uses for sites. We would encourage Sheffield City Council to consider how the Sheffield Plan could influence the development of new multistorey car parks in a way which will encourage the development of sustainable public transport networks.

Although the Plan notes that the accessibility of places by public transport will be taken into account when considering parking provision, the Parking Guidelines included in Annex B do not seem to reflect this, instead giving uniform parking provision throughout the urban area of Sheffield except for the city centre. This suggests that sites located just outside of the Inner Ring Road close to the Supertram network would be expected to provide similar parking provision to sites located on the outskirts of the Sheffield Urban Area. There is an opportunity for the Parking guidelines to reflect that existing areas well served by the Supertram network should require fewer car parking spaces as residents, employees and other visitors have the benefit of a mass-transit network close by. It is therefore suggested that sites well served by existing public transport provision (e.g. within 800m radius of a Supertram stop) should have fewer parking spaces (or be car-free sites) than those in more remote parts of the Sheffield Urban Area (see also Table 4).

Notwithstanding the above, it is welcome that Annex B notes that the Guidelines will be kept under review and adjusted as necessary in the light of experience and any further Government guidance.

We remain keen to work with Sheffield City Council and developers as sites come forward to consider improvements to public transport infrastructure and services; this includes sites close to Supertram stops and we are supportive of Policies CA1 and CA1A which acknowledge the benefits in improving connections to Shalesmoor and Infirmary Road tram stops.

Policy IN1 Infrastructure Provision identifies transport infrastructure priorities relating to bus, rail and highways; however, whilst Part 1 of the Plan refers to ambitions to support, maintain and enhance the Supertram network, this is not noted in Policy IN1. As set out in Table 1, we would ask that reference to the Supertram network be included within this policy for consistency and completeness.

The Plan recognises a number of projects and opportunities to re-open rail lines and provide new rail stations. This is welcomed and our detailed comments in Tables 1, 3, 5 and 7 highlight where further clarity could be provided through additional references to these schemes. Comments are provided in Table 3 regarding two specific proposed site allocations (Site SES02 and Site SD09) in relation to proposed new rail stations at Beighton and Stocksbridge as part of the Restoring Your Railways programme. Further discussion as to whether supporting facilities (such as park and ride provision) could be accommodated on these sites, or in alternative locations nearby, would be welcomed as these schemes progress. Our comments in Table 3 also highlight the proximity of Site SS17 (Former Norton Aerodrome) to the Supertram network and potential opportunities (subject to further investigation) to extend the Herdings branch and ensure appropriate pedestrian links to the tram stop.

With regard to buses, our comments in Table 1 note that it may be helpful to reference the Enhanced Bus Partnership Plan¹ and Scheme²; and any successor documents. These came into operation in June 2022, and provide a 5 year approach aimed at developing a network that is more reliable, higher quality and offers better value. It includes provision of a range of infrastructure, from new bus shelters and real time information displays to road widening, bridge and highways schemes.

We particularly support the approach adopted to active travel and welcome the policies and proposals which are intended to improve the viability and attractiveness of public transport. In view of this, it important that appropriate policies are in place to ensure the provision of safe, accessible connections to public transport routes, stations and stops. Policy DE4: Design Of Streets, Roads And Parking provides a strong foundation for this; however, consideration could be given to including further specific references (see Table 2).

¹ <https://southyorkshire-ca.gov.uk/getattachment/b396e5dd-eb2a-4e2a-b108-c539b658e996/South-Yorkshire-Enhanced-Partnership-Plan-FINAL.pdf>

² [https://southyorkshire-ca.gov.uk/getattachment/701e6f9c-e4f6-4845-9d88-896ef84d1bf2/Enhanced-Partnership-Scheme-\(Revised-30-Sep-2022\).pdf](https://southyorkshire-ca.gov.uk/getattachment/701e6f9c-e4f6-4845-9d88-896ef84d1bf2/Enhanced-Partnership-Scheme-(Revised-30-Sep-2022).pdf)

SYMCA owned sites

Comments are provided below regarding three SYMCA owned sites where there may be opportunities to make more effective and efficient use of land and deliver wider economic and social benefits whilst maintaining the operational functions required by SYMCA.

Meadowhead Transport Ground, Greenhill Main Road, S8 7RH

The Meadowhead site is currently an underused open space, some of which is utilised for sporting purposes. In the site allocations options consultation, the site was identified as having potential for housing, leisure/community facilities and open space uses.

In the Publication Sheffield Plan this site is proposed to remain allocated as Urban Green Space, and subject to relevant accompanying Development Management policies.

Whilst recognising the housing requirement and spatial growth approaches pursued in the Plan, SYMCA would welcome further discussions with the City Council on the potential opportunities the site presents in the medium to long term to how the site could contribute to supporting wider emerging Sheffield Plan policy priorities through alternative viable development.

Sheffield Interchange, Pond Street

Sheffield Interchange is located close to the Midland Railway Station and plays a role as part of the public transport infrastructure supporting Sheffield city centre as a strategic public transport hub for the region. However, it is recognised that there may be opportunities to rationalise or relocate the site in the future.

The site is identified in the Publication Sheffield Plan as being within the 'City centre office zone', and also within an 'Area suitable for purpose-built student accommodation'. The proposed allocations are supported, and SYMCA would welcome further discussions to explore options to make the most effective use of this large city centre site in the future.

Site ES12: Land adjacent to 232 Woodbourn Road (Also see Table 3)

This site sits between the Parkway and the Supertram route south of Nunnery Depot and is proposed to be allocated for industrial use. No firm plans have been confirmed but exploratory work is being undertaken to consider the possibility of extending the Supertram Depot utilising this site in the future as part of enhancing Supertram operations. As our comments in Table 3 elaborate, having regard to relevant proposed policy a depot use may fall under a 'preferred' use for the site or a proposal could be supported as an 'other use' which Policy EC4 indicates will be considered on their individual merits. For clarity, it is requested that the wording

provided for this site allocation is amended to be supportive of the use of the site as a tram depot, which would allow for this potential expansion should it be needed.

Table 1: Part 1 - Vision, Spatial Strategy, Sub-Area Policies and Site Allocations

Page/paragraph/policy	Comment
Throughout	There is potential to include greater reference to freight in the Plan; for example the rail freight terminal at Tinsley; need for sufficient delivery bays in city and district centres; need for overnight lorry parking on edges of the city
Paragraph 2.12	There would appear to be opportunities to strengthen references across the objectives which recognise the role of a healthy population in supporting a strong economy (given the role of poor health in economic inactivity) and supporting inclusion, diversity and meeting the needs all people throughout their lives.
Paragraph 3.5	Directing higher density development to locations close to public transport stops and stations is supported. There is potential for the Plan to place greater emphasis upon this; for example, referring to promoting ‘transit oriented development’ around tram and rail stations, with higher densities to encourage / support public transport usage.
Paragraph 4.19	The 3 rd bullet refers to a redundant railway – the line is not redundant as it is still used for freight, and there are proposals for potentially re-opening the line for passengers.
Policy SA5: Southeast Sheffield Sub-Area criterion g, bullet point 2	Under ‘support for re-opening the Barrow Hill Line’ reference should be made to Killamarsh in the list of stations, as the station site is expected to be within the SCC boundary.
Paragraph 4.79	Suggest for clarity that the paragraph is reworded as follows: “There is a long-standing ambition to open the existing freight rail line to passenger services in order to allow easier access into Sheffield City Centre.” It would also be helpful to update this paragraph as re-opening the line for passenger services is no longer just an ambition – it is a long-listed DfT Restoring Your Railways scheme, which gives it more certainty in spatial planning terms.
Paragraphs 5.10 to 5.18 and Policy T1	It may be helpful to reference the Enhanced Bus Partnership Plan and Scheme which came into operation in June 2022. This is a 5 year approach aimed at developing a network that is more reliable, higher quality and offers better value. It includes provision of a range of infrastructure, from new bus shelters and real time information displays to road widening, bridge and highways schemes.

Page/paragraph/policy	Comment
	<p>It may also be helpful to highlight in paragraph 5.15 that future investment in rail lines may not be limited to delivering new heavy-rail services, but could also provide opportunities for light-rail operations.</p>
<p>Policy T1, 2nd paragraph and paragraph 5.12</p>	<p>Reference is made to The South Yorkshire Mayoral Combined Authority (SYMCA) Transport Strategy (2019). This is welcomed. Whilst no timescales have yet been established there is an intention to update this Transport Strategy. To ensure flexibility and to ensure that development proposals have regard to the existing and any future replacement strategy, it is suggested that paragraph 2 of Policy T1 is amended as follows:</p> <p style="padding-left: 40px;">“To realise an effective transport network that enables sustainable travel, the Council will prioritise initiatives and schemes in accordance with those set out in the SYMCA Transport Strategy (or any subsequent replacement) and the Sheffield Transport Strategy. Proposals will also have regard to Policy CO1 and Policy CO2 as set out in Sheffield Plan Part 2.”</p>
<p>Policy T1, 3rd bullet under ‘City-Region level’</p>	<p>The Policy as worded makes reference to supporting the re-opening of the Barrow Hill Railway Line, which is part of the Restoring Your Railways programme. Policy SA8: Stocksbridge /Deepcar Sub-Area also refers to supporting the re-opening of the Don Valley Line, which is also being pursued through the Restoring Your Railways programme. For consistency it would therefore be helpful to amend Policy T1 to support re-opening of both the Barrow Hill and Don Valley lines.</p>
<p>Map 16</p>	<p>It would be helpful to show the proposed station at Killamarsh on the Barrow Hill Line.</p>
<p>Policy IN1 Infrastructure Provision</p>	<p>Suggest amend the first sentence in the first bullet point to read:</p> <p style="padding-left: 40px;">“Transport - including major schemes to improve active travel, the passenger rail network, the rail freight network, the tram network, the bus network and the strategic highway network. The Council will collaborate with statutory providers and strategic transport stakeholders to increase service frequency and quality, improve connectivity and reliability, and promote sustainable transport patterns to help decarbonise the system, boost productivity, and encourage healthier and more active travel.”</p> <p>This would better reflect the ambitions to support, maintain and enhance the tram network referred to elsewhere in the Plan.</p>

Table 2: Part 2 - Development Management Policies and Implementation

Page/paragraph/policy	Comment
Policy DE4: Design Of Streets, Roads And Parking	<p>Under Street Design it may be worth also mentioning the opportunity for parklets on streets.</p> <p>Consideration could be given to including specific reference to ensure the provision of safe, accessible connections to public transport routes, stations and stops. Given the growth locations set out in the Plan and the expected increase in new developments close to public transport networks, it will be increasingly important to ensure safe access for all members of the community, and in particular those who are more vulnerable.</p>
Paragraph 11.3, 3 rd bullet	It is suggested that Network Rail is added to the list of statutory delivery agencies.
Paragraph 11.15	<p>2nd bullet – it would be helpful to add reference to CRSTS (City Region Sustainable Transport Settlement) and Restoring Your Railways to the list of DfT funding sources.</p> <p>4^h bullet – the Local Growth Fund no longer exists.</p>

Table 3: Annex A - Site Allocations

Page/paragraph/policy	Comment
Site SES02: Land adjacent to the River Rother, Rotherham Road	<p>The site is proposed to be allocated as 'General Employment' except for the nature conservation area. Part of this site has been identified as a potential location for a Park and Ride site for the proposed Beighton Station on the Barrow Hill Line*.</p> <p>Given the status of the rail scheme it is not proposed that this should be allocated as a Park and Ride site in the Sheffield Plan at this time; however, subject to the further progression of the scheme as part of the Restoring Your Railway programme we would welcome further discussion to establish whether part of this site, or other suitable sites in the area, could be utilised as a Park & Ride car park.</p> <p><i>* The Barrow Hill Line scheme is now progressing to Outline Business Case, having been approved by Government to go forward to OBC stage in June 2022.</i></p>
Site SD09: Land adjacent Ford House, 4 Fox Valley Way, S36	<p>This site is proposed to be allocated for housing, and it is recognised that extant permission for residential development exists. This site has been identified as a potential location for the car park for the proposed Stocksbridge station as part of the Don Valley Line re-opening*.</p> <p>Subject to the further progression of the scheme as part of the Restoring Your Railway programme we would welcome further discussion to establish if there is potential to allow for station parking and access at this site or within the wider area.</p>

Page/paragraph/policy	Comment
	* The Strategic Outline Business Case was submitted to Government in September 2022
Site ES12: Land adjacent to 232 Woodbourn Road,	<p>This site sits between the Parkway and the Supertram route south of Nunnery Depot. The land is currently in the ownership of SYMCA. No firm plans have been confirmed but exploratory work is being undertaken to consider the possibility of extending the Supertram Depot utilising this site in the future as part of improving Supertram operations. Ensuring sufficient infrastructure to deliver Supertram improvements and the efficient and effective operation of the tram network is vital. Site ES12 is proposed to be allocated for industrial use. With regard to Policy EC4: Development In Industrial Zones, tram depots may fall within Use Class B8, or could be considered as sui generis uses. As such a depot use may fall under a 'preferred' use for the site, or a proposal could be supported as an 'other use' which Policy EC4 indicates will be considered on their individual merits.</p> <p>For clarity, it is requested that the wording provided for this site allocation is amended to be supportive of use of the site as a tram depot, which would allow for this potential expansion should it be needed.</p> <p>It is also noted that this site is given a different name in the schedule of site allocations in the Part 1 document – consistent naming of sites would be helpful.</p>
Site SS17: Former Norton Aerodrome, Norton Avenue	A new critical mass of residents could provide an opportunity to improve the tram service on the Purple Route which terminates at Herding's Park by integrating the tram network into the development. It would be helpful to reference the potential (subject to further investigation) to extend the Herdings tram branch into or closer to the site and to ensure that any development provides appropriate pedestrian links to the tram stop.

Table 4: Annex B - Parking Guidelines

These are usually described as Parking Standards in Local Plans, to imply they must be adhered to rather than treated as optional.

There is an opportunity for the Parking guidelines to be amended to clarify that sites well served by existing public transport provision (e.g. within 800m radius of a tram stop) should have fewer parking spaces (or be car-free sites) than those in more remote parts of the Sheffield urban area. This reflects the fact that these will be well served by the Supertram network and should require fewer car parking spaces as residents, employees and other visitors have the benefit of a mass-transit network close by.

Table 5: Policies Map

Additional rail lines: Policy T1 supports re-opening of the Barrow Hill Railway Line to passengers, including a new station at Beighton. As such it would be helpful for the Policies Map to show the Barrow Hill Line and indicative locations of proposed stations.

Table 6: Glossary

Page/paragraph/policy	Comment
Easy Walking Distance	The 800m catchment should also include rail stations
Mass Transit Corridor	It is noted that no definition is provided, although there are references throughout the Plan directing to the glossary.
Sheffield City Region	The Sheffield City Region reference may no longer be appropriate given that it no longer exists as an geographical entity, with SYMCA now being focused on South Yorkshire. Whilst recognising that geographically these areas continue to be relevant in terms of cross boundary, strategic planning matters, it would be more appropriate to refer to the ' <u>former</u> Sheffield City Region' area if referring to this former geography.
Strategic Road Network	This is generally defined as the network managed by National Highways i.e. the M1 and A616 in Sheffield. The description currently set out, more closely matches the 'Major Road Network.'
Sustainable Transport Modes	It would also be helpful to refer to scooters and mobility scooters.
Trunk Roads	This description is no longer used and is now described as the Strategic Road Network. Note in the current text Stocksbridge is missing a 'g'.

Table 7: Supporting Documents

It would be helpful to include the Sheffield Midland and Sheaf Valley Development Framework, and emerging Interim Planning Guidance.